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Gray Davis
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April 12, 2002

TO: ALL SMALL OFF-ROAD ENGINE MANUFACTURERS AND
OTHER INTERESTED PARTIES

SUBJECT: REQUEST FOR INDIVIDUAL MANUFACTURER MEETINGS
WITH STAFF REGARDING INFORMATION ON THE
DEVELOPMENT OF EMISSION CONTROL TECHNOLOGIES
FOR SMALL OFF-ROAD SPARK-IGNITION ENGINES

Despite successful emission control strategies and improvements in air quality, maximum measured ozone levels still exceed the State standard in 12 of California's 15 air basins, and levels exceed the national one-hour standard in eight air basins. As such, further methods for reducing emissions from small off-road engines must be considered for development and introduction into the marketplace. The Air Resources Board (ARB or Board) believes that catalyst-based technologies capable of performing at levels much lower than specified in current small off-road engine (SORE) regulations will be a necessary constituent in achieving this goal. As such, ARB is currently working to amend the California SORE regulations and is in the initial phases of developing appropriate catalyst-based emission standards. Staff is tentatively scheduled to present these amendments to the Board in December 2002.

As part of the regulatory development process, staff is asking manufacturers of small spark-ignition engines, equipment, and emission control technologies to meet individually with staff. Staff is asking manufacturers to present technical information in their possession that could better assist staff in evaluating industry's capabilities and the feasibility of meeting catalyst-based emission standards. Specifically, staff is interested in learning which emission control technologies are currently being developed by manufacturers, the levels of emission reductions achievable by these technologies, the expected durability and maintenance requirements for these technologies, and the costs involved with their implementation. Of particular interest to staff is manufacturer data regarding the ability of catalyst technology to reduce exhaust emissions and maintain those emissions throughout the engine's useful life (durability period).

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

In addition to a presentation, staff also encourages manufacturers to submit detailed data for our utilization. Data may be provided in any format including, but not limited to, reports, tables, graphs, charts, and presentations. Also, in conjunction with the detailed data, summarized analyses and conclusions, where available, will be greatly appreciated. Please be sure to mark all proprietary material as such. Submissions not identified as confidential may become part of the public record, and thereafter referenced in agency publications or at ARB sponsored workshops and hearings.

ARB appreciates manufacturers' assistance in this regulatory development process. The information obtained will assist staff in assessing the potential benefits of catalyst use on small engines and will provide significant direction regarding the regulatory development. Staff will be setting aside the week of May 6-10, 2002, to conduct meetings with manufacturers; however staff will accommodate dates outside of this week if necessary. Please contact Mr. David Salardino, Off-Road Controls Section, at (626) 575-6679 or by e-mail, at dsalardi@arb.ca.gov to schedule a meeting date and time.

Sincerely,

//s//

Robert H. Cross, Chief
Mobile Source Control Division

cc: Mr. William Loscutt, Chief
Monitoring and Laboratory Division
Air Resources Board